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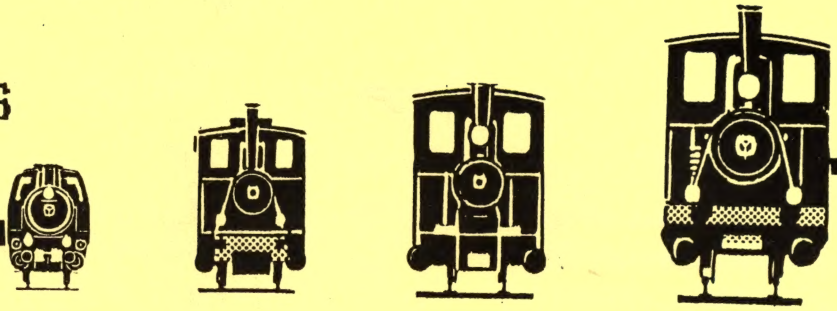

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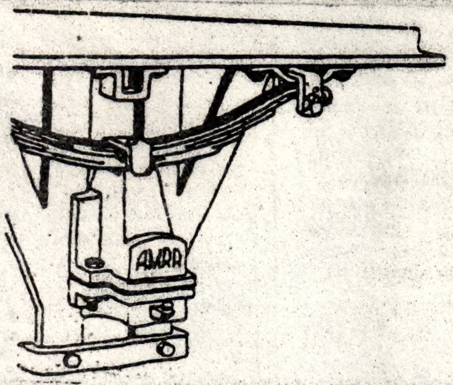

Editorial

JOURNAL BOX . . .

From the Managing Editor

After the last couple of bumper issues, this one is almost bereft of articles and State News. Is it post exhibition blues or just another recession? The normal bountiful source of articles, the W.A. Branch's 'Branchline' was not received nor many notes from NSW.

Even our Editor is tardy! Perhaps everyone is just too busy with modelling. I know that I have about five years of unfinished projects (model railway projects that is) waiting to be done without the long list of household projects that the mistress of the house has drawn up!

One thing I have been busy with is the continuing construction of the Victorian Branch club HO layout. However it seems we spend almost as much time pulling it down as constructing new scenery. The point I want to make here is that good planning in the first place may have saved a lot of wasted effort. The trouble with that is that what you planned so carefully 10 or 12 years ago may not fit in with more modern ideas. So I suppose we will continue to pull down, rebuild etc.

Happy modelling!

Roger Lloyd

On the cover

This is a scene from Rohan and Dierdre Norman's Severn Valley Railway in OO taken at the 1990 NSW Branch Exhibition.

Photo Jack Parker

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Secretary's Desk

In this issue of Journal is an invite to AMRA's 40th Anniversary. October may seem a long way off, but you are in a select group if you don't lose every second week in each month - or that's how it seems to those I meet up with anyhow. That makes the reply date in September closer still, so contact Graham - and soon - if you want to do something about it.

Concerning another date. The Constitution Amendment Ballot is due in the Returning Officer's hands by the time you are reading this. It is to be hoped that a reasonable number of members will have exercised their democratic right and voted.

The response to the idea of an anti-theft scheme hasn't provided enough fuel to boil a camp fire billy, let alone mobilise a loco. Seems someone is going to have an easy time - doing nothing. Another lack of communication - is principally to the Registrar. When members change their address, a note to tell him will help get them their Journal. Norm disposed of his crystal ball last year.

Considering the current difficult times, the membership figures as at April don't look so bad -

Continued next page

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April 1990	913
April 1991	908

There are two ways to consider the next bit - it needed over 140 new members to reach 908. Reasons for losses are of interest to the COM and any feed back from personal or branch level is welcome. If we haven't got members really copping it in the current turmoil someone is tearing up the law of averages.

Harry Gibson
Federal Secretary

An old shoe box or a box of similar size is handy for keeping scraps, off-cuts and parts of sheets of styrene in one handy location. Styrene pieces larger than the box can be still tucked in by curving them a little. In use here is a wooden box with a hinged lid, and every time some project requires styrene, it is all in one handy location. A tightly sealed bottle of cement is kept in the box so that everything is available together.

EWHW

The Australian railway system and the transport industry changed from the imperial system to the metric system on 1 July 1973, 18 years ago. It has taken a conscious effort for some of us to adapt to change, but after 18 years, metrics are starting to become familiar, and modelling is just that much easier. You simply measure it metrically and divide by your scale ratio, using a chain store pocket calculator. Sure makes modelling easier.

EWHW

Notice from the Federal Committee

To all interested AMRA members.

At the last (1990) Federal AGM, the subject of celebrating AMRA's 40th Anniversary was broached.

The COM is in the process of planning a get together to be held on Saturday 5 October 1991, at Liverpool, New South Wales, following the presentation of awards at the NSW Exhibition. COM Vice-President Graham Larmour has agreed to take charge of the arrangements. The date was chosen because of the number of interstate members who visit Sydney for that weekend.

Please assist by contacting Graham direct as it takes at least three times as long for a message to go through an intermediary. This intermediary is now handing over to Graham.

To all AMRA Members

You are cordially invited to share in the 40th Anniversary of AMRA to be held on Saturday 5 October 1991. It will be in the form of a Chinese Banquet, at Gardina Court (a Chinese Restaurant), Macquarie Street, Liverpool, NSW, a few streets from the Exhibition. It will follow the presentation of awards which is conducted at the conclusion of the Saturday display. Cost is planned to be at $20 per head, and participation is by ticket only, which will be printed for the occasion. A lucky door prize is on the agenda.

RSVP is 1 September 1991 and all cheques or money orders are to be made payable to Australian Model Railway Association and NOT to the undersigned. Please include SSAE for return of tickets.

For further information and bookings, contact direct -

Graham Larmour
42 McMillan Street
YAGOONA NSW 2199
Phone (02) 790 5074

Vintage Years

As the years progress, you find that places are further away than they used to be. It's twice as far to the corner and they've made the footpath uphill. I've given up running to the bus - it goes much faster than it used to. It seems to me that they are making stairs steeper than in the old days, and have you noticed the smaller print in the newspapers? There's no sense in asking anyone to read it aloud to you, everyone mumbles so quietly, you can hardly hear them.

It's very difficult to reach down to put your shoes on, they make trousers so tight, especially around the waist. I think they skimp on material.

Even people are changing. They are so much younger than I was when I was their age. But then, other people my age are so much older - well they look older than I do.

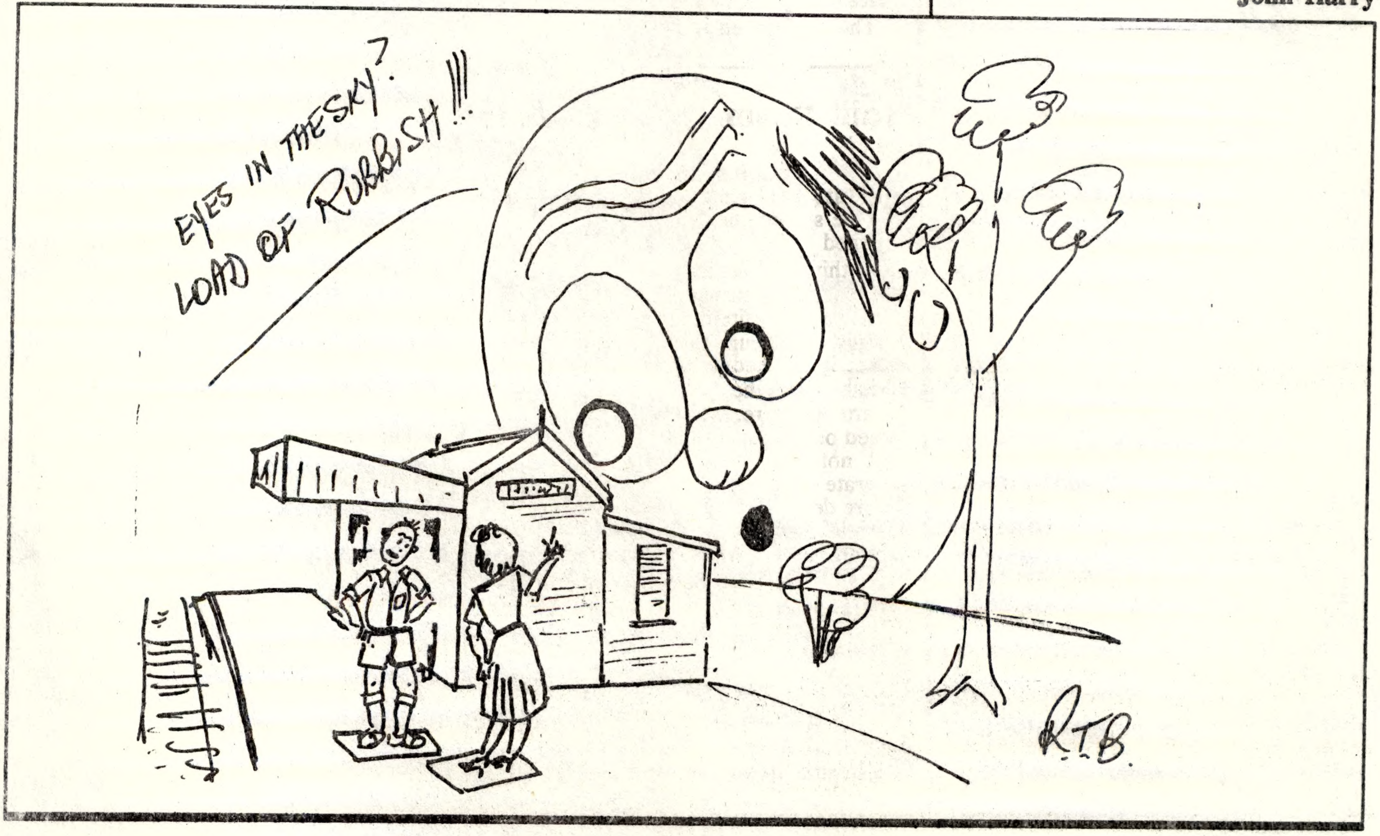
I met an old school mate the other day who had aged so badly he didn't recognise me. I was thinking about the poor devil as I was standing in front of the mirror combing my hair. Damned mirrors aren't even as good as they used to be.

I've noticed as you grow older, you have so much knowledge stored away it gets difficult to recall important information, like the Greek Alphabet or where you left your slippers.

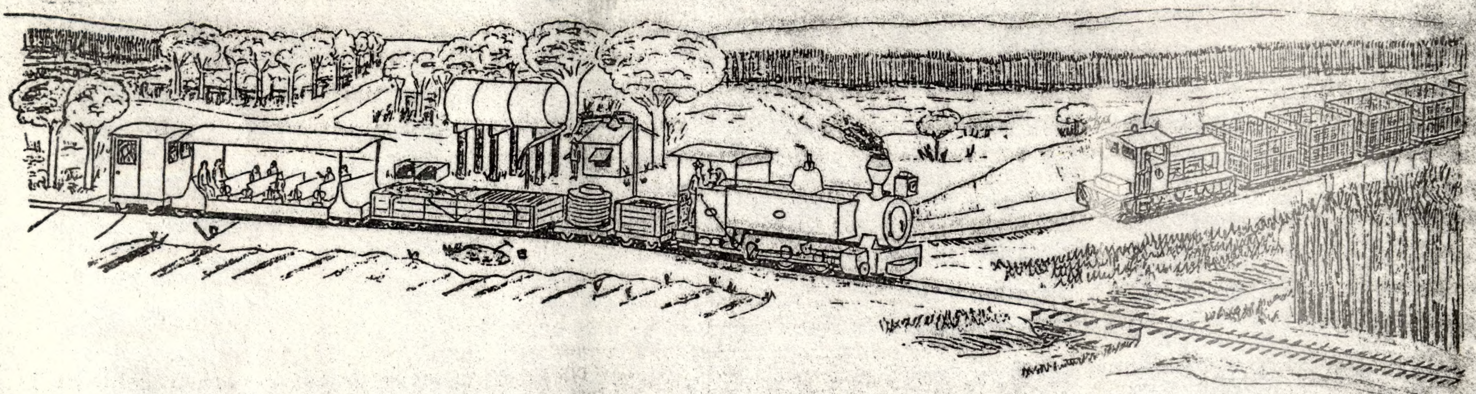
This confusion gets very annoying when you go upstairs to get something. Halfway up you realise you've forgotten what you were going to get. You have to decide whether to go back downstairs and try to remember what you needed, or continue upstairs and look for something that needs bringing down.

I usually resort to sitting on the landing thinking about it, only to discover I can't remember whether I was downstairs going up or upstairs going down.

Author unknown
Benleigh Club Journal
John Harry


EYES IN THE SKY?
LOAD OF RUBBISH!!!
R.T.B.

NARROW GAUGE JUNCTION



by Chris Malone

Welcome to the 'Narrow Gauge Junction'. This is intended to be a series of articles devoted entirely to narrow gauge; the prototype and its modelling implications. Subjects covered will range from railfanning sugar tramways to historical research, all with one aim - to further the cause of interest in narrow gauge modelling in Australia. It will equally apply to all of the various scales that this subject is modelled in. Although the articles will be predominantly Queensland oriented, many items have universal applicability in the world of narrow gauge.

The type of diversity covered by this subject is illustrated by the above sketch, this feature commencing each article of this series. It depicts a 1900 vintage John Fowler steam locomotive on a short mixed passing a 1960s ComEng diesel on empty cane bins. Although the two may look strange together, it is this type of co-existence of old and new that typifies many narrow gauge operations. The feature of the junction is one of the most important elements in many tramways. It is a focal point for safeworking, servicing and social meetings. It could be likened to a return to civilisation from the wilderness of the branch. While modelling a mill is often too large a proposition, a junction such as this is relatively compact and yet interesting. Let's have a closer look at the sketch.

The train hauled by the John Fowler 0-6-2T consists of a four-wheel coal bin, four-wheel water tanker, bogie open wagon (sleepers and dirt for ballast), a Decauville bogie passenger car and a four-wheel guard's van. The Decauville carriage is drawn from a prototype still used by the Victoria Mill at Ingham behind its restored Hudswell Clarke 0-6-0 steam loco. Around 100 years old, the French built carriage features a low centre of gravity and roof provision not really suitable for tropical climates. The van is a QR prototype from the Innisfail Tramway and was known as the seven foot type. The modern train is less interesting consisting of common four tonne bins. Features on the loco like the antenna, flashing light and automatic couplers are all indicators of the modern theme.

The depot itself is basically steam era. Sand, coal and watering facilities are found here (modern depots often will have diesel fuel, but this is not as essential due to the longer range of these locos). The landscape of cane fields and low rolling hills is somewhat typical of coastal areas, but cane tramways are known to pass through anything from rugged bush to flood plains.

Whereas mining and timber tramways have very few variations to the terrain, a cane tramway can cover a wide range of landscapes. These include street running (i.e. Moreton Mill at Nambour) and trackage along the beach front (Mossman Mill at Port Douglas). The creek shown in the sketch is a typical obstacle. Depots were traditionally located near creeks for a locomotive water source, but tramways can be found crossing large rivers (e.g. Herbert River at Macknade). The creek here shows river bank scouring from recent flooding.

In general, the case for narrow gauge modelling has never been better. With increasing prototype research and improving modelling techniques there will be further advancement in this field. In the next article, I will look at prototype research with a run down on the current situation of narrow gauge in Queensland.

An Alarm Neon on Your Train Room Power Point

by Ted Ward

One of the very real hazards which modellers have to deal with is that of inadvertently leaving a 240 volt power point switched on. Leaving a power pack plugged in and switched on, perhaps for days until the layout is next operated, is unwise and dangerous, as while the power pack itself is probably quite safe, can the same be said about the associated 12 volt wiring? The possibility of a fire somehow starting does exist, and it is obvious that turning off every power point at the close of an operating session is a necessity.

One of the accepted best ways of signifying that a power point is switched on is by visual indication of some kind. Some power points are available with a neon indicator included in their construction in the form of a small red 'light', really a red neon indicator. The author has applied a small piece of 'Dayglo' fluorescent orange sheet as used on advertising signs to the toggles of light and power switches in his train room. All switches can be checked 'OFF' at a quick glance, as the tape retracts into the switch when the switch tumbler is switched 'OFF'.

A third visible indication, within the restraints of the stringent Australian wiring laws is to have fitted to your power pack a piggy back plug, that is, a plug with a socket is inserted a 'plug in night light', available from the electrical section of any department store. When the power pack is turned on, the neon night light glows, but does not consume very much power or generate extra heat to warm up your area. Before departing the area at the end of an operating session, the switch can be easily checked from across the other side of the room, last thing before you close the door. Get into the habit of saying 'Check, switches off'.

The HPM Plug In Night Light is currently available for $2.99 and suitable bright tape or sheet for marking the tumblers of switches can be obtained from newsagencies. Quite a small price to pay for enhanced train room safety.

Model Versus Prototype Spare Parts

by Ted Ward

There is no doubt that the vast numbers of model locomotives, carriages and wagons or freight cars which have appeared on the market since toys and models first appeared has led to the existence of an equally vast array of spare model parts. A look at a large model catalogue can be simply staggering, line after line, page after page, and certainly not every manufacturer included in any one catalogue. Add to the list all the 'out of production' items and the 'Not included in catalogue', and it becomes obvious that the subject of model railway spares is a complex one indeed. What about all the spares for the toy train lines, which have never appeared listed in any catalogue? Where does it all end?

The opportunity recently became available to peruse an electronic print-out of the stores listing for one Australian railway system for items currently available. It seems nearly as bad as the modelling situation. One hundred and twenty eight types

Continued next page

Rail Transport of Dangerous Goods

by Ted Ward

Operation of model railways can be much more enjoyable if prototypical practice is followed where possible. This is usually seen as timetable operation or the running of special trains and such like at the modeller's discretion. There are many ways in which prototypical operation can be simulated, and one of them is simulating the correct handling of dangerous goods. With the influence of standardisation of the handling of freight on the various systems to ensure uniformity of details, a common system of goods handling is beginning to become apparent, although there is more to come yet and there probably always be a need to maintain a uniform standard. As Australian modellers, we are all probably more attuned to the practice and principle of our favourite railway system. The following has been compiled from material published for Australian railways generally, and so it could probably apply to all of our Australian model railways.

The transport of goods or freight by rail is a complex subject and becoming more so because of the laws of liability and personal responsibility. The range of goods being carried is becoming wider and the safe handling of different types of modern chemicals and products is becoming increasingly difficult. Such things as radioactive items are being moved by rail and it is behoven upon your goods shed foreman to select the right vehicle for every task and upon your Yardmaster or Head Shunter to ensure every type of goods is marshalled correctly into a train.

One type of freight is known simply as 'Dangerous Goods', and it includes nine classes of items, namely explosives, compressed gases, flammable liquids, flammable substances, oxidising agents/oxidising peroxides, poisonous and infectious substances and lastly, miscellaneous dangerous goods.

These nine classes of dangerous goods require extensive precautions in their handling and transport, and if modellers are modelling traffic such as this, and some of these classes of goods pertain to most industries such as those commonly modelled, it will add interest to operations to include some of the methods and features used by the prototype in transporting such items.

Much and many of the regulations pertaining to prototype traffic can be ignored and overlooked when modelling dangerous goods traffic because they simply can't be applied, but the more obvious and apparent ones can be modelled to enhance realism. Even if one models just one explosives van or just one other vehicle containing dangerous goods, a lot more operating procedures can be introduced to add interest to proceedings.

An extensive list of Dangerous Goods includes a lot of things which one would not expect to see listed. It includes all the obvious gases plus carbon dioxide, helium, nitrogen and things like gaseous insecticide. Flammable liquids range from acetone through to xylenes HFP, whatever that is. Flammable substances include all the obvious plus things like nickel catalyst, oily waste, zinc dust, potassium and sodium. Low hazard flammable solids include charcoal, copra, cotton, cotton seed, fabrics, fibres, fish-meal, hair, straw, sulphur, textiles, waste and wool waste.

Oxidising agents tend to be exotic sounding chemicals, heavens, do your trains move much methylethyl ketone peroxide?

Poisons range from sodium hydroxide (lovely stuff) and sodium cyanide through lead, pesticides and 'noxious chemicals' right down to hexachlorophene.

Radio-active substances range from scientific instruments right through to monazite sands. Nuclear Weapons come under Military Traffic.

Corrosive Substances are essentially acids and strong alkalis.

A comprehensive publication entitled 'Code of Practices and Conditions for Dangerous Goods' has been issued by Railways of Australia and it is necessary for employees who handle dangerous freight to be conversant with this code.

The first correct procedure for your Goods Shed Foreman is to ensure that a proper vehicle is available to carry the dangerous goods. Only certain classes of dangerous goods can be carried by passenger train and only in limited quantities. Specific requirements regarding stowage, storage, segregation, shunting and marshalling have to be met.

All wagons containing dangerous goods must be shunted with care, and must neither be loose shunted or should other wagons be shunted onto wagons containing dangerous goods. Vehicles containing dangerous goods should not be detached from the locomotive until brought to a standstill. Vehicles containing dangerous goods must not be shunted more than necessary and vehicles containing dangerous goods should be placed for unloading as soon as possible after arrival. Wagons containing dangerous goods should not be used as a shunting runner.

When more than one vehicle containing dangerous goods is in the same train, there should be other wagons between them to intervene or act as cover in the event of a fire or explosion. Wagons containing flammable gases must be separated from -

a an operating unit of a refrigerated container, and

b wagons containing combustible material.

Tank wagons or tank containers must be marshalled at least one bogie wagon from a flat wagon loaded with rails, logs, poles or similar loading.

Train crews and station staff should take every opportunity to ensure that axle boxes on vehicles containing dangerous goods or adjacent vehicles are not overheating.

All dangerous goods loading or unloading shall be under the control of a responsible person who shall ensure that -

a the vehicle is secured;

b the loading or unloading occurs at a safe location;

c fire fighting equipment is available for dangerous goods, and

d all goods are carefully handled and stowed.

One of the first things to come to mind when contemplating the subject of dangerous goods is explosives. The word explosive can be applied to a wide range of products which may be made to explode, even in the absence of air. Only civilian or commercial explosives are discussed here, not military explosives, although they are sometimes transported by train..

Consignments of commercial explosives can be carried by goods train freight services. There is a limit of 36 tonnes of explosive per wagon, with the total normal limit being 70 tonnes per train, apart from special explosives trains. Wagons are not to be detached at unattended sidings, so ensure that there is always a responsible person to receive the wagon.

An example of a commercially produced explosive wagon is the LIMA explosive wagon or van. It is a small brown four-wheel van with the word EXPLOSIVE diagonally across each side. It is suitable for shipping explosives from a factory or explosive depot to a mine. Explosives are usually stored in magazines, which have high earth walls around them to minimise or attenuate the effects of any explosion. As the LIMA van is an enclosed van, it is not necessary here to list the mandatory requirements for stowing explosives within a van, but some procedures are worth observing. Smoking is prohibited when loading or unloading vehicles packed with explosive, and other freight items should not be packed with explosives unless special segregation devices are supplied.

Other dangerous goods which are likely items to be moved on a model railway are compressed gases, which should be loaded upright and secured, and not adjacent to any oil or liquid in the same wagon.

Other dangerous goods are bacterial cultures,but the transport of them by rail is generally prohibited, and the acceptance of infectious substances is permitted only with special authority. Radio-active substances may be solid, liquid or gaseous.

If you think that the above listings exhaust Dangerous Goods, be aware that the list also includes life rafts (inflatable), aerosols, disinfectants, castor beans and dry ice.

The subject of the carriage of dangerous goods is one which, if observed, would greatly modify the make-up and operation of goods trains seen on most model railways, and the implementation of even some of the by-laws and regulations would greatly enhance the realism of goods operations, at least to the trained observer.

Continued from previous page

of springs to suit buffers, bogies and bogie snubbers. There are 16 types of wheels and 16 types of brake blocks. The hardware section revealed 474 different sizes and types of nuts and bolts, with an additional 106 sizes and types of nuts!

There are 125 different glass items listed, ranging from headlight lens, cab and carriage windows, toilet mirrors and armour plated cab windows right on to 'glass common red signal'.

Tools listed consist of a mere 729 items, ranging from 'Adze 4-1/2"' to 'powder, emery 80 grit'.

It is obvious that the problems which modellers have with spare parts has a prototype out there!

My Experiences with Transistor Controllers -Part 1

by Steve Malone

My introduction to Transistor train Controllers was reading an electronics magazine in the early 1970s which had an article on a simple, inexpensive train controller. Over the years, several of these were built, proving themselves as a excellent form of train speed control, a vast improvement on the Triang resistance controllers used previously. These transistor controllers gave a good smoothly controlled output, proportional to the turn of speed control knob, allowing far better control of models, especially those with low current motors.

Fig 1 shows the circuit diagram.

The d.c. supply to the unit must be connected the right way around (+ to + and - to -) to prevent damage to the controller. As I had no multimeter to test this in those earlier days, two leads from the d.c. output on my Triang controller were placed into a glass of salty water and the power turned on. The lead with the bubbles coming from it is the negative lead.

Looking at the circuit diagram in Fig 1, the 1000 ohm, Linear Pot (variable resistance) speed control is used as voltage divider with its moving wiper picking off a voltage proportional to the movement of the pot (speed control) knob. This voltage passes through R1 (2700 - 2.7k ohm) to T1 (BC108 or similar) and then onto the main power transistor T2 (2N3055 or similar). The voltage output on the emitter of T2 should be therefore almost the same to that set by the speed control pot.

The circuit is similar in concept to that of a water tap, where a large pressure and/or volume of water is controlled with a minor effort by turning the control handle. In the Transistor Controller, a large amount of electrical current - up to 2 amps - through T2 (from collector to emitter) is controlled by a small amount of power coming from the speed control pot via R1 and T1.

A DPDT (Double Pole Double Throw) switch is the final part of the circuit which handles reversing requirements. Some may prefer to use a switch with a centre off position. Another item to be fitted is the overload protection devise, which can be a car 12 volt stop/tail lamp (21/5 watt) with the two filaments wired in parallel, this will give 3/4 amp protection. Two of these lamps in parallel will give 1-1/2 amps protection, however this may take up a lot of room in a hand held unit, and, some builders can save space and/or achieve greater overload protection by

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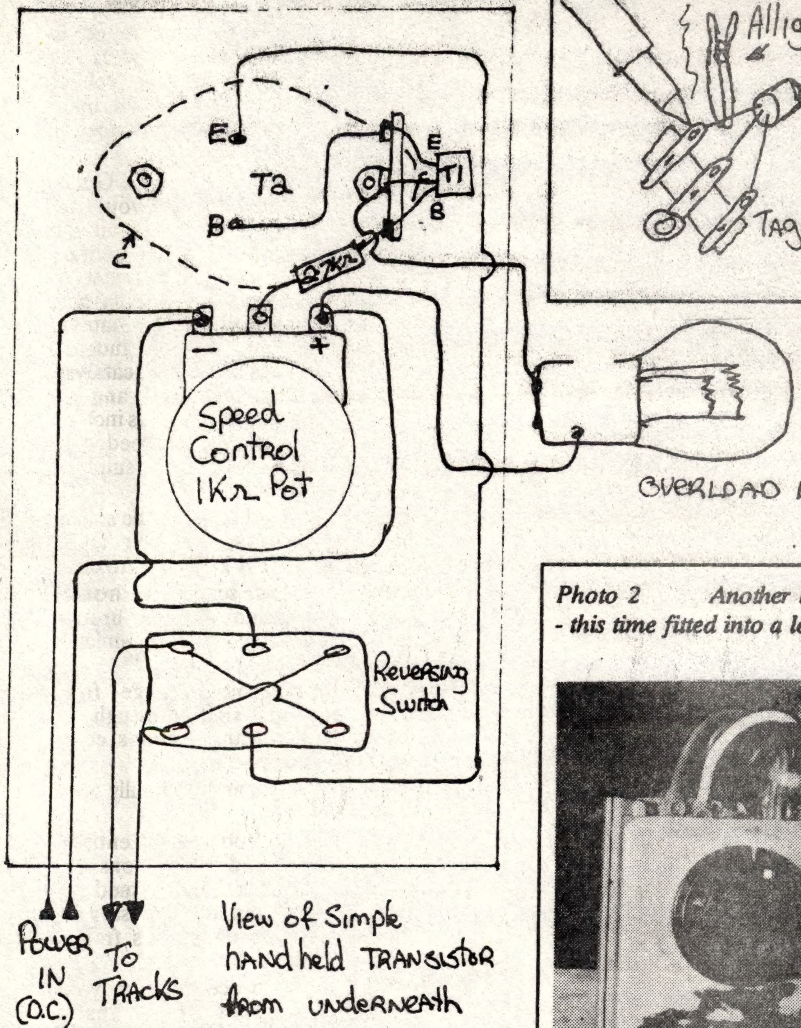
Figure 1



View of Simple hand held TRANSISTOR from underneath

Figure 3

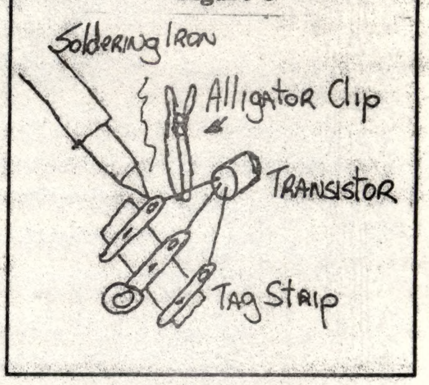


Figure 2

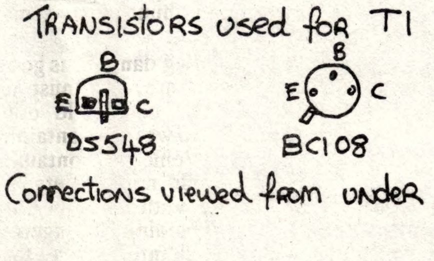
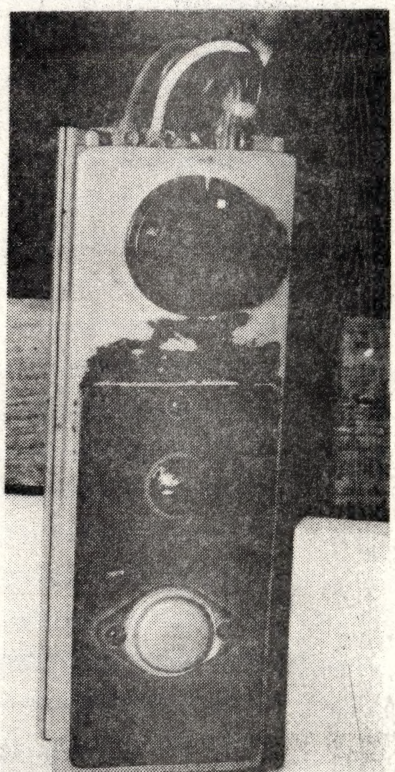


Photo 2 Another basic controller - this time fitted into a length of 2' x 1'



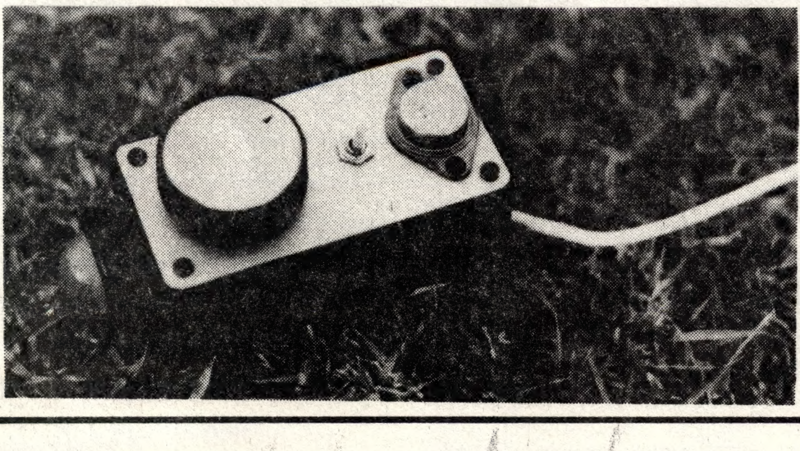


Photo 1 The basic controller - everything fits inside the hand held box.

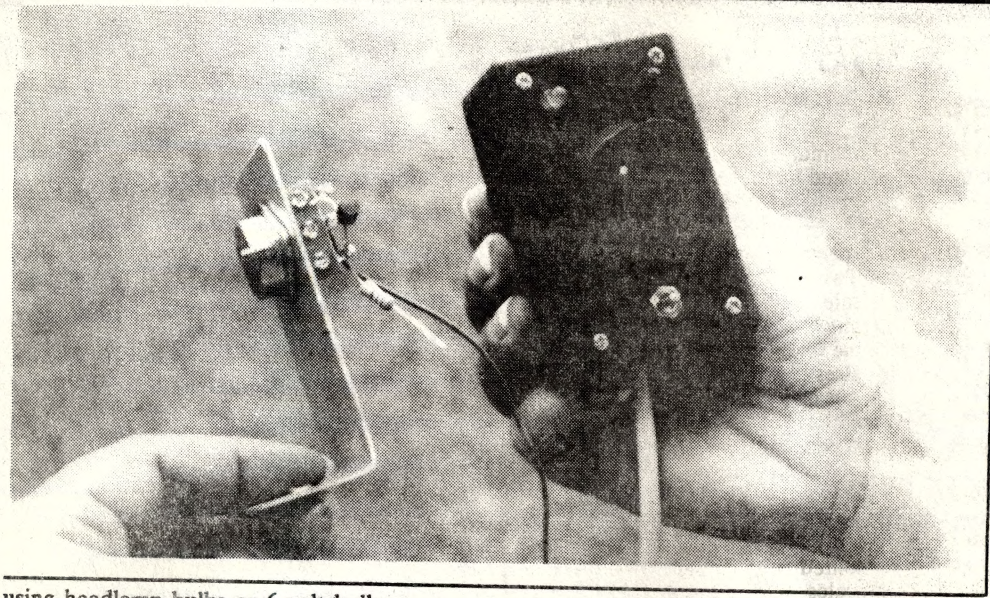


Photo 3 The basic controller again - this time the transistors and heatsink (left) are left under the layout (with reversing relay and overload bulbs) and hand held unit (right) contains only the speed pot and reversing relay control switch. This unit is connected with a six-core Telecom type cable. Two LEDs are also fitted to the hand held unit to show input and output voltages.

using headlamp bulbs or 6 volt bulbs.

This circuit may seem a bit primitive to some, but I'm certainly happy with this one. How the controller is mounted is up to the builder, if part of a layout control panel, space for overloads and heatsink for power transistor would not be such a problem as it can be with hand held units. A piece of aluminium sheet (75 mm x 50 mm or 3" x 2") would be enough for a heatsink and with a hand held unit using a commercial box, the aluminium cover plate can be used as a heatsink.

A problem with hand held walkaround units is the cable connecting the controller to the layout. Four-core telephone cable can be used with success, however flexible stranded cable is better. Some use the sheathed cable used in car trailer connections while 415 V, three-phase and earth 7.5 amp flexible power lead can also be used. These latter types reducing voltage losses to a minimum.

Notes on Construction

Figure 2 shows typical component connections on a hand held unit.

Care must be used when drilling holes for the reversing switch and speed control pot into the thin aluminium coverplate. Screw the plate to a scrap piece of wood when drilling. For larger holes it may be best to drill no bigger than 1/4" (6.5 mm) and file the remainder with a rat tail file.

I use tag strips to assist in mounting components and to keep wiring neater. One three-post tag strip can be used to support the T1 (BC108) transistor with the centre post, also being the mounting support. If the collector of T1 is soldered to this post and this tag strip mounted on one of the screws holding T2 in place, both collectors to T1 and T2 will be joined as required. One must be careful not to overheat the transistors when soldering. An alligator clip or long nose pliers placed between the transistor and soldering point (see Fig 3).

Another concept for hand held units

To do away with the need for heavy flexible cables and warm transistors in your hand, one can leave the transistors, overload equipment and reversing arrangement back under the layout and use a hand held unit for control purposes only. This allows a far smaller hand held unit, no shortage of space for heatsink or overload lamps and a far lighter grade of connecting walkaround cable. The hand held unit could be easily fitted into the smallest component box available from electronics suppliers, some have even fitted them into small pill bottles. For reversing, a switch on the hand piece operates a DPDT relay back at the control panel (see Photo 3).

AMRA Victorian Branch Loco Trials 1989

by A A Porter

As reported by John R Gardner in Journal No 195, pp 32-33.

In the tabulation on page 32, there are five errors of calculation of the parameter N/gA. these are in the calculations for locomotives identified as 'c', 's', 't', 'l' and 'x'. The tabulated and correct values of N/gA are as follows:

ID	Type	As tabulated	Correct
c	d	14.90	14.19
s	d	4.77	4.50
t	d	4.01	5.86
l	c	3.40	12.69
x	d	2.45	4.57

There is also an error in the ID listing of this table. The identifier 'h' appears twice, an LNER A3 entered by D Kirkham and an 'R' Class entered by Ken Down. Both pulled 90 grams, but I am not able to identify which one is wrongly labelled - it should have the identifier 'b', which is missing from the table. However, I suspect that it is the former (i.e. D Kirkham's A3, which is Type a, steam outline with traction tyres, as is the locomotive identified as 'a', whereas those identified 'c' through to 'i' are Type b - steam outline without traction tyres).

Fortunately four of the errors of calculation of N/gA do not effect the 'Class Winner' for Types a, b and d, but the very large improvement in the value of N/gA for entry 'l' (in Type c, diesel with traction tyres) makes it (Rex Little's 'AL' Class) the winner, rather than entry 'j' (Don Nimon's 'S' Class)!

I am not entirely sure that John Gardner's graphs 1, 2 and 3 do much to clarify what it really is that makes a good 'puller'. Also, I am a little suspicious of the ability to measure the current drawn to an accuracy of 1 in 1000, e.g. locomotive 's' which drew 1007 milliamps - not 1006 or 1008!

The 1958 Model Steam Locomotive Directory

by Ted Ward

In December 1958, 'Railroad Model Craftsman' magazine printed a 'Model Steam Locomotive Directory' as its lead article. This was followed by a diesel and electric locomotive directory in January 1959. It was a truly mammoth undertaking, and it is not known if it has ever been repeated anywhere, which is quite understandable.

Featuring only equipment available on the American market, which included some imports, the directories remain a definitive survey of what was available in US hobby shops then. There had also been a previous directory by Railroad Model Craftsman published in 1954.

Described and usually illustrated were 157 steam locomotives available 4-0s right through to articulated and geared locomotives, the directory listed the products of 40 different manufacturers of the steam locomotive alone. Some of those manufacturers have disappeared from the hobby scene, but their products are often still available under a different brand name, as the production dies, jigs and moulds were usually sold to another manufacturer when the originator ceased production.

The Diesel Directory appeared in January 1959, and it illustrated 63 different diesels, 36 electric locomotives, 19 railcars, RDCs and inspection cars, 18 'outdoor' type locomotives and a supplement to the December issue which included only four locomotives which had been overlooked in that issue.

Only about one quarter of the manufacturers listed in 1958 still seem to be active, and it would be interesting to see if there is today 187 different model steam locomotives on the US market. The 1958 Directory listed both American 00 gauge and also TT gauge, both of which today are practically unknown on the US market. There is, of course, no mention of either N or Z gauges.

It is worth considering that the changes which have occurred in the last 33 years since publication are likely to continue happening. Some manufacturers, products, some scales and some gauges have gone and are not likely to ever return, although the market and the hobby has possibly stabilised a lot since then. Nevertheless, it is a worthwhile consideration to review just what is available on the current market, try and consider what trends are developing and get out there and buy what you want while yet you may. Tomorrow may be too late.

A Few Observations on Elsewhere

by R T Blodkin

Being fortunate enough to have attended IMREX 90, I would like to use the experience to convey a few words to association members on the subject of model railways as depicted there.

First of all, it must be appreciated that the UK population is about four times that of Australia, and it would be safe to assume that there are four times as many model railway enthusiasts and four times the number of train shows. In the case of the last - I wouldn't be too sure.

From the published calendars of events in the model press, it seems that there are more. Up and down the country there are several each weekend. They vary from three-day long weekend shindigs down to one day afternoon and evening efforts. The biggest and best, of course, go on up the scale to week long affairs, like IMREX, held in spacious venues in major cities.

It appears that the promoters have different financial arrangements, since entrance fees are generally higher than here. For even the smallest local show, a ticket would be at least 1 ($2 approximately). Bigger ones charge proportionately more. IMREX entry was priced at 6 (or well over $12!). There are the usual concessions for pensioners, children and families, as anywhere else. Also, if a ticket buyer at the door could demonstrate that he or she had journied to the show using BR Network Southeast, a discount was given, which, I believe, was partly sponsored by BR).

One expects that higher entrance fees are due to the shows having bigger budgets to balance. With IMREX in particular, the cost of hall hire must be phenominal. It occupies both Old and New Horticultural Halls, Westminster and these centrally located venues surely aren't cheap. Advertising costs must also be pretty high. Posters appear on virtually all BR Network Southeast stations and on most of the tube escalator walls, as well as the press.

The make-up of UK model railway shows is also different. Again taking IMREX as the main sample, it would seem that a commercial emphasis is present. Of something over 100 stalls, about 50% were trade stands. Some of these occupied more than one stand, in fact one major retailer was installed in four adjoining. Of the other half, only half were layouts and the remainder were being run by various dedicated bodies, enthusiast organisations, preservation societies and so on.

Among the trade stands there were the specialists, of course, like Ratio, Peco, etc. Two stalls were restricted entirely to the sale of tools, something I had not seen at any show before. Some of their wares made me wish for a very deep pocket or someone elses credit card! It may be noted that there was quite a bit of plastic shopping going on with the Bankcard machines rattling merrily.

The quality of the quarter that were operating layouts was high, as one would expect. I won't attempt to describe any individually, but just say that they represented virtually the entire range of popular scales and gauges from '1' down to 'N'. They were being worked in an attractive and intelligent manner. The traditional UK terminus to fiddle yard was well represented, but, even so, to an 'out of town' eye used to continuous running, there was little to complain of. It must have been well appreciated and understood that railways are only one thing in the landscape of reality, because on and off model railway land and scenery were very well executed.

As against mentioning specific layouts, there was one exhibit which I, as a structure builder, was particularly drawn to. This was demonstrating fine building techniques in the regular small scale. Among the specimens of work on display were examples of interiors, and especially attractive church interiors. These showed stained glass windows, beautiful miniatures of stone carvings and elaborate, highly decorated furniture, including a canopied pulpit. Delightful work, indeed.

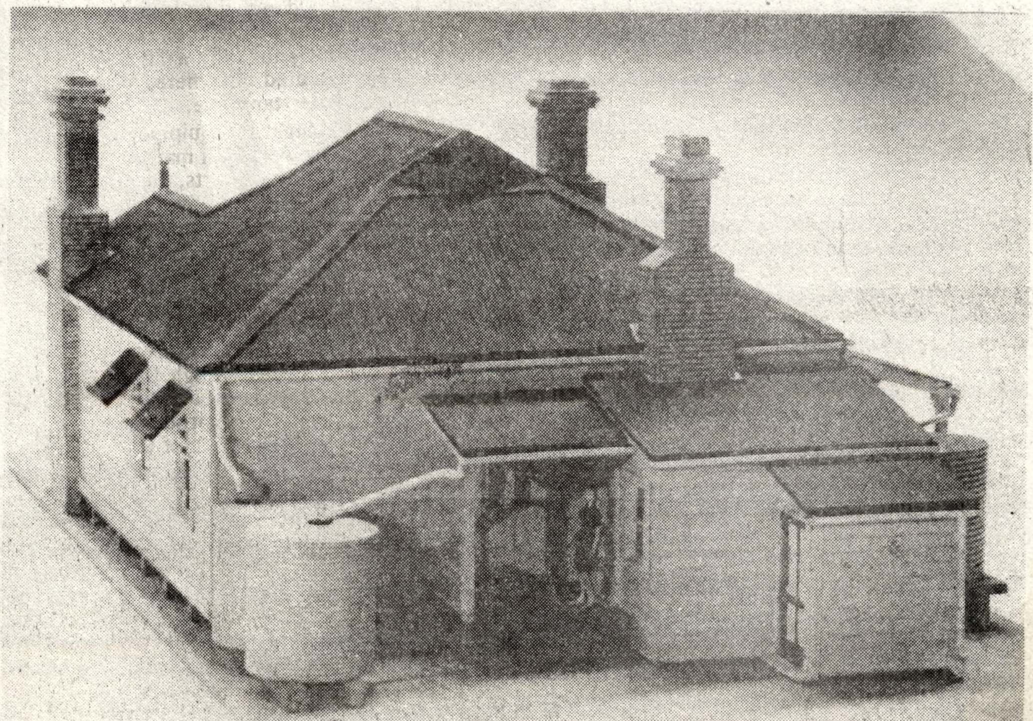
I don't know how the attendance figures went, but on the days that I went to help out, there were 40 or 50 yard queues waiting at the doors by opening times. Sometimes circulation inside was a trifle difficult. I wouldn't offer an opinion as to whether this was due to too many punters or too narrow aisles. Certainly, things were very cramped at times.

British Transport Police had a small display in one corner covering quite a range of subjects on the lines of travel discipline, safety and crime, including the ever-present vandalism. Good BR PR.

After the enjoyable experience of being both a visitor and helping out in a small way, I had only one criticism. There was a fair sized catering area, which was very good, except for the fact that it included a licensed bar. I am no TT, but I do consider that a model exhibition is not a suitable place for sales of alcohol.

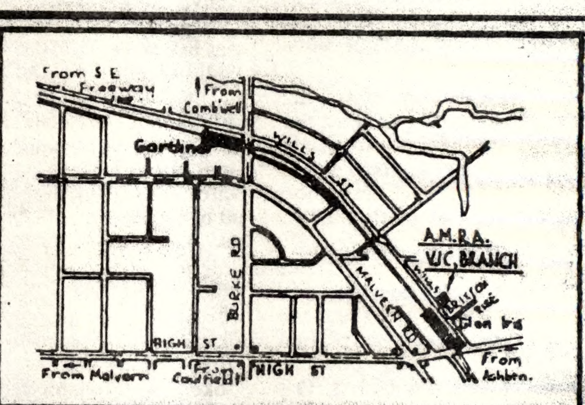
Apart from that one small nit-pick, I can say 'congratulations' to the model railway club members responsible for the organisation and promotion of the event. It was just as absorbing now as when I last saw it 25 years ago. It is surely a note for the diary whenever a modeller may be visiting the old country.

During conversations with railway enthusiasts and modellers over there, it is obvious that the hobby is very much alive and well. One thing in its favour is that there is a much bigger industry back-up than we poor Aussies have. The tremendous variety of r-t-r stuff that is available is a huge encouragement to the young chap or chapess coming into the hobby. And when that stage has been passed, there is just as bewildering a variety of kits, parts, plans and materials to keep the model ball rolling. This is backed up by a tremendous amount of printed matter. Then there seems to be some sort of organised gathering of the enlightened wherever and whenever it may be wanted. I read, and believe, that the first two male pastimes there are the football and fishing. Railway enthusiasm comes a very good third. And a majority of those fellows are into the miniatures. If a modeller gets to the UK he need never be without inspiration and companionship. I only hope I can manage another trip!



This is a rear view of the house that appeared on page 20 of Journal 200. This model was an entrant in the 1990 NSW Branch Exhibition competition. The model is an HO scale model of the station Master's house at Gilgandra, NSW. Scratchbuilt by Mick O'Hanlon, the model represents a standard NSW J3 design, circa 1910. It is painted and detailed as was observed in 1975.
Photo Jack Parker

STATE NEWS



President's Piece

Well "The Exhibition" has past us by (I know I am an issue late but I forgot last issue) and its time to start thinking about next year again. I would like to congratulate the Exhibition committee , the members of A.M.R.A. and the kindred organisations on putting on what I thaught was the best "The Exhibition" for a long, long while.

This was the 22nd exhibition put on by A.M.R.A. Victorian Branch at the Camberwell Civic Centre and also my 21st as a member. I joined at the first exhibition held at Camberwell and have spent 5 days at most exhibtions held there since. This means I have now spent well over three months at the exhibition.

It is interesting to think back at some of the fun and not so fun events that have occured over the years. My favourite memory is of the very large layout exhibited by Messrs Westerman, Scot, Baker and Brownbill in one of the very early Camberwell exhibitions (the second I think). This OO layout was about 60' long with three English style stations end to end with one terminus belonging to Stuart Westerman, the middle station owned by Jim "Gods Wonderful Railway" Scot having a Welsh narrow gauge line interchanging with the standard gauge line at front. Ray "Barney" Brownbill had an HOn3 American layout connecting to Mal Bakers British dockside terminal scene. This may sound a bit incogrous now but it didn't seem out of place then.

I turned up at this exhibition all bright eyed and bushy tailed ready to play trains and I wasn't dissapointed as the exhibition manager (unfortunately I don't remember who) said I could "go and give Jim a hand" so I wandered over to this monstrous layout with what was probably an awed expression on my face and introduced myself to Jim. He immediately started showing me the ropes on the narrow gauge portion of his station. I spent a great morning "playing trains" and then it came to lunchtime and the announcement come over the P.A. that "the first sitting for lunch is now being served".Jim turned to me and said "You take over here and I'll relieve you for the second sitting". Bang he was gone.

There I was on a passing station with a single track line with a terminus at each end one manned by Stewart and the other by Mal, they started banging away bellcodes which I didn't have a clue what they meant and trying to send me trains. Some how I managed to muddle my way through the half hour or so till Jim returned without a huge mess and then off to lunch. I think it was this being thrown into the deep end that started my love of operation. Thanks Jim.

One event that at the time was not very funny but on thinking back was probably hilarious to watch was the time that the Fletchers 0 scale layout collapsed. This large layout was supported by trestles and the rope tying the legs of one these trestles gave way. The shout for help echoed around the hall and people came running from all directions and we lifted the layout up while some brave person climbed under and retied the rope. Crises over.

The worst experience that I can think of was the year the powered failed. It was a very hot weekend and the Air Conditioning had been playing up all through Friday and Saturday and then part way through Sunday afternoon off went the power. Luckily the lights stayed on otherwise it would have terrible in that big hall in darkness. To make things worse the fire brigade turned a couple of minutes later. The funny thing about this experience was the sight of one exhibitor pushing trains around his layout! That is what I call enthusiasm. Luckily the power was restored within the hour and it was business as usual.

I would think that there are others around with similar types of experiences,if you have please write to "Blowing off steam"and give us all al laugh.

Graeme Nitz
President

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1991 Camberwell Exhibition

The 91 Exhibition has been and gone, and with the present economic conditions, it was very pleasing that our attendance figures were slightly up on last year.

I would like to thank the exhibitors and the members who assisted in the presentation of the Exhibition, also Carol Jenkinson and here assistants for the excellent meals they served during the Exhibition and at the presentation evening at Glen Iris.

It is very pleasing to have received several applications from interstate, as well as locally with new layouts for the 92 Exhibition which will again be held at the Camberwell Civic Centre from Friday 6 March to Monday 9 March, inclusive, with set up on Thursday 5 March.

The Open Modelling Competition attracted a large number of entries; as it is only about 10 months before the 92 Exhibition, why not make a start now on a model for the 92 Competition.

The following Awards were made:

Best Private Layout
Frankenbahn - Robert Wingad
Best Commercial Display
Edwardian Enterprises
Best Society or Group Display
Beltowie - Adelaide Modellers
Best Display by Public Vote
Frankenbahn - Robert Wingad

The Open Modelling Competition results were as follows:

Winner AMRA Cup Best Model
Graham Fraser - VR 60 Ton Wrecking Crane No 19
Best Locomotive
Gavin Thrum - SAR Narrow Gauge Garratt 401
Best Rolling Stock
Passenger - Frank Kelly - SAR Centenary Baggage Car 321
Freight - Graham Fraser - VR 60 Ton Wrecking Crane No 19
Best Lineside Structure
Richard Congleton - Mornington Station
Best Junior Model
Jonathon Boswall - VR SFX86 Flat Wagon
Fyfe Thorpe Award Best Australian Produced Kit
Allan Curtis - VR Electric Locomotive L1170

Bob Edwards
Exhibition Manager

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Library Notes

We are indebted to Peter English for two fine additions to the Library's stock. *Locomotives in Outline - GWR* is a collection of drawings by C J freezer, from works diagrams and observation. In many cases, when modifications had been made to particular locos, both the original and final versions are drawn. The book, published by Peco in 1977, is in the useful (for its sketches) 'landscape' format (librarians hate it), and must be essential for anyone modelling GWR.

Ironhorse: Steam Trains of the World by Peter Lorie and Colin Garratt was published by Michael Joseph in England, but 'conceived, designed and edited by Labyrinth Publishing SA' in Switzerland, which presumably explains a noticeable difference in emphasis. North America gets only 25 pages, United Kingdom only 37, while the rest of Europe is allotted 67. They are all beautiful pages (through the framed borders tend to pall): the selection of photos is superb, and the printer has done them proud. Sadly, Australia and New Zealand score four pages between them; the two topics mentioned being the Lithgow Zig Zag and Baldwin's choice of the name 'Pacific' for the 4-6-2s it supplied to New Zealand in 1901.

The ever-redoubtable O S Nock took over the editing of *The Railway Magazine* from 1959, and quite early revived the 'Locomotive Practice and Performance' series of articles which had been started in 1901. From the 22 years' span of the series he selected 27 articles for republication in a very handsome book. *Locomotive Practice and Performance, Vol 1 - The Age of Steam, 1959-60* was published by Patrick Stephens in 1989. A quite massive compilation, it now has introductions to each article, and a whole new collection of photographs. Those with an interest in UK rail - especially those with memories of it - will find it fascinating.

Equally fascinating, at least to me, is *Diary of the Bicentennial Train*, for both its text and pictures. Not one of your contributions to knowledge, admittedly, but an unvarnished account of the day by day problems and successes involved in running a steam engine all around Australia in 1988, as told by its team leader, Tony Gogarty, with Ron Preston. It was an imaginative project, the excitement of which many of us shared; we'll share the excitement again with this very pleasant book. A4, limp cover, lots of pictures.

There have been several books lately of reminiscence by train crew of the steam period. For a change, here is a book, *Byways of Steam*, intended as the first of a series, of the period as it looked to the depot staff and others. More formally, the 'series will document those aspects of railway infrastructure, rolling stock and operation which characterised the NSWGR....'. Some of the contributors are more exciting than others, but the book as a whole is a solid, workmanlike contribution to the social history of the railway age. Well produced (as is the *Diary of the Bicentennial Train*) by Eveleigh Press, a new name to me. some very familiar names appear in the production credits. We must wish the Press well.

Brian Southwell
Librarian

Victorian Branch Notes

March Meeting

This is the first such meeting for many years, as the second Thursday in March is usually spent 'setting up' for the Camberwell Exhibition.

Models for Display

R Thomas - N gauge commemoration Kadee Box Car from Convention 91. Apparently Kadee cars have become collectables, especially in the USA.

Competitions

Model

O Ely Detailed commercial kit of pickle works - 85 points

Photo - 38 class on Bicentennial Train

Slide - B Race - 90 points

Print - S Westerman - 72 points

Syllabus Topic

In place of Beginners' Clinic, Stuart Westerman presented a selection of slides of times past of his earlier train chasing days around Australia.

Camberwell Exhibition

The Exhibition Manager, Bob Edwards, made presentations to the winners of competitions as follows:

Public Competition - nominate best layout by public choice - Neil Galloway from Wantirna - prize - Powerline Train Set donated by Powerline

Thomas the Tank Engine - Name the locomotives - Danny Blaker from Glen Iris - prize - train set donated by Branchline

Thanks were offered to Carol Jenkinson and helpers for meals provided, Exhibition helpers, Exhibition Committee and Bill Morehouse and his Willsland assistants.

April Meeting

Models for Display

R Thomas - spray painting booth made by Ron from old gas heater

W Secker - track point laid on wood using plastic tape which is glued on both sides (do not need to use track pins, etc)

G Nitz - catalogue from Pacific Belt Lines, Queensland (refer to advertisement in March/April 1991 Journal)

J Gardner - Comm Rail Gas Tanker (HO) from Proline

- VR B class loco from Lima - fitted with wire wound resistor in series with motor to keep speed down - also fitted with No 27 Kadee couplers

Competitions

Model

B Race - NSW TAM sleeper car - 85 points

Photo - Electric Parcels Van

Slide - J Davidson - 5CM at Flinders Street - 89 points

Print - S Westerman - 10CM at Seymour - 88 points

Syllabus Topic

Neil Travis (Public Relations Officer) of the VFT Project spoke about aspects of this very interesting project. Briefly the aspects covered were as follows:

First stage - Melbourne to Sydney (via Canberra)
Second stage - Sydney to Brisbane
Third stage - Melbourne to Adelaide

It is considered that the VFT would never be viable to Perth.

Continued next page

Scratchbuilder

Being a Wally with water really is the way to go. How else could Wal Stuchberry make steam for the real things at Steamrail? Here we see him hard at play with his 0 gauge LMS locos at Camberwell last March.

Frank Sheeran

The matter of a VFT was first raised nearly seven years ago.

It has to be competitive with airlines in time taken from city centre to city centre. Therefore, it is considered that Melbourne to Sydney must take no more than three hours for non stop trains with top speed of 350 km per hour.

VFT will be standard wheel on rail technology. Magnetic levitation has been considered, but it too expensive and not considered technically suitable.

On the present Melbourne to Sydney rail route there is 1056 bends with a minimum of 300 to 400 metre radius. On VFT minimum radius will be 7 km, and the route will be 100 km shorter than the existing line by following a straight a line as possible.

Gradients for VFT will not be as critical as normal railways as heavy freight will not be carried and the high speed allows a lot of kinetic energy to handle gradients.

Will be standard gauge, double track.

Trains will carry a maximum of 400 passengers and consist of two power cars and six trailer cars costing about $32 million for each train. There will be 32 train sets and 37 trains in each direction each day. Fast express freight trains may operate, but not heavy freight trains.

Grade separation from roads, etc, will be over the whole route.

85% of expenditure will be on infrastructure such as track work, buildings, bridges, etc, and 15% on trains.

At present, only 2% of Melbourne/ Sydney journeys are by rail.

So far $15 million has been spent on feasibility studies, market research, environment, technical and legal aspects of the project.

The Branch Library has received a copy of the latest report covering the VFT project.

General News

Puffing Billy Trip

Consideration is being given to arranging an evening trip (probably Saturday) with everything provided. Cost will be $60 per person. Any member interested (friends are also welcome), please notify a member of the COM.

Donation

Member Ian McKenna has donated to the Branch nine off NSW HO wagons (box cars, flats and hoppers). Thanks Ian.

Working Bee

The next working bee will be held on Saturday/Sunday 10 and 11 August 1991. This is a very important working bee as it is the one before our Open Days.

Open Days

This year these are to be held on Saturday/Sunday 21 and 22 September 1991. Any member who can assist with models, layout or assistance, please advise COM.

Junior Day

An additional day will be held during the July school holidays on Tuesday 16 July 1991 between 10 am and 3 pm.

Vacuum Cleaner

The Club has purchased a new Electrolux. It is requested that it be treated with care to ensure a long and reliable lifetime.

Program

JUNE

1 Sat Junior day - 10am - 3pm BYO train
2 Sun Timetable operation - 1.30 - 5.30pm USA prototype
3 Mon Weekday working bee and operation 10am - 3pm BYO train
13 Thur Social Meeting - Clinics7.30pm
Model - Australian or other kit
Photo - Climax type locomotive
15 Sat Annual auction - 1.30pm
Lots to be in by 1pm
17 Mon Weekday working bee and running 10am - 3pm - BYO train
27 Thur Timetable operation - 7.30 - 11.30pm USA Western lines 1950/60

JULY

1 Mon Weekday working bee and operation 10am to 3pm - BYO train
6 Sat Junior Day - 10 am - 3 pm - BYO train
7 Sun Timetable operation - 1.30 - 5.30 pm UK prototype
11 Thur Social Meeting - Flash Your 10 Best Slides 7.30 pm
Model - Open Standard Categories
Photo - DRC in VLine colours
15 Mon Weekday working bee and running 10 am - 3 pm - BYO train
16 Tue Junior Day - 10 am - 3 pm - BYO train
20 Sat Social Night - 7.30 pm
At a venue to be announced
25 Thur Timetable Operation - 7.30 - 11 pm European prototype
29 Mon Weekday running/operating - 10 am - 3 pm BYO train

AUGUST

3 Sat Junior Day - 10 am - 3 pm - BYO train
4 Sat Timetable Operation - 1.30 - 5 pm Australian prototype
5 Mon Weekday working bee and operating 10 am - 3 pm - BYO train
8 Thur Social Meeting - VR Signalling - 7.30 pm
Model - Australian or other kit
Photo - AN EMD Loco in Victoria
10 Sat Working bee - 9 am
11 Sun Working bee - 9 am
11 Sun Running Day - 1.30 - 5 pm - BYO train
19 Mon Weekday working bee and running 10 am - 3.00 pm - BYO train
22 Thur Timetable Operation - 7.30 - 11 pm USA prototype
29 Thur Clinics - 7.30 pm
31 Sat Junior Day - 10 am - 3 pm - BYO train

Collecting old clock work trains is something that a lot of people get really wound up about.

EWHW

A.V.R.M.C. 1991 Convention Saturday 7th September
Association of Victorian Model Railway Clubs

The convention on the weekend of November 10th and 11th 1990 was deemed a success and from the information provided to the organising committee by the questionnaire, another convention, one day, has been organised for Saturday 7th September.

This convention will commence with delegate registration at 8.30am and finish at 6pm. The venue will be the Abbotsford Masonic Hall, Collingwood, near the Collingwood railway station. Car parking is available in the nearby streets, however parking restrictions must be observed.

The proposed programme will consist of five clinics and five workshops. Delegates will be able to attend a total of five of these activities.

The registration form will provide the programme in detail and the delegate's preferences can be indicated. Preferences will be allocated in order of receipt of registration.

The proposed clinics are:

A. Prototype signalling
B. Adapting signalling to your model railway
C. Researching Victorian Railways for your layout
D. Planning your model railway
E. Model railway control

The proposed workshops are:

1. Air brush painting
2. Soldering techniques
3. Modifying commercial rolling stock kits
4. Scratch building with styrene
5. Modelling trees

The registration fee includes a light lunch, morning and afternoon teas. The registration fee is $20 if paid by 31st July 1991 and $25 when paid from 1st August 1991. Delegate accommodation is not unlimited so ensure your place by an early registration.

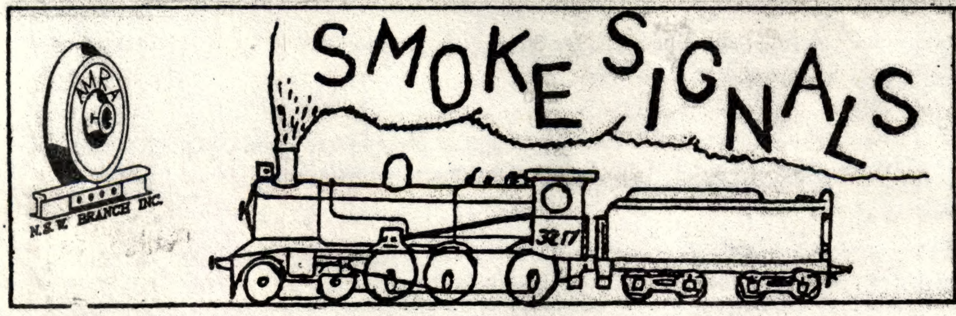
Should you require further information please contact J. Treseder (telephone (03) 874 3953) or write to Convention Registrar, 55 Creek Road, Mitcham 3132 with S.A.E.

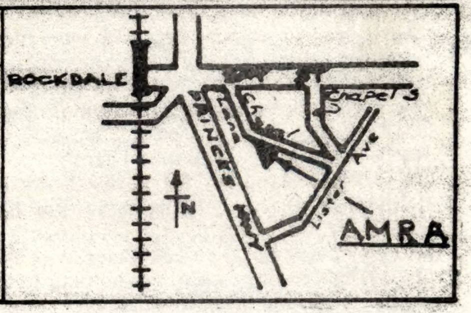
For Sale

4-6-0 Castle class loco (Hawkesworth tender) 'Neath Abbey' 5090. GWR livery. Fitted KD couplers. Dapol. $95.00

4-6-0 Royal Scott 6P Wrenn loco. 'Grenadier Guardsman' 46110, BR green livery. With smoke deflectors fitted. KD couplers. $120.00

G Turner
Dandenong North Vic
(03) 795 2862





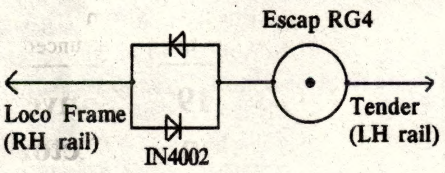
NSW Branch Clinic on 2 March 1991

by Tom Parkes

Part 1 of a two-part clinic on layout controllers (throttles) was held at Rockdale on Saturday 2 March 1991. Bob Wardrop opened the discussions and gave a brief outline of Ohm's Law, circuit components and various types of controller that have been used at Rockdale. Examples of additions to a basic transistor controller to include features such as inertia, braking and LED overload indicators were nicely illustrated with the aid of an overhead projector. Similarly an examination of the circuit details of a variety of controllers was augmented by the use of an oscilloscope which gave a visual display ranging from the spikes of an SCR (thyristor) through to half, full and pulse output wave forms. The spike like output of the SCR controller gave an audible rattle to a well worn Triang Princess 4-6-2 locomotive, and David Bennett's voltage regulator based controller (developed for the N gauge layout?) appeared to give the smoothest running.

Once again Bob gave an analysis of the use of a car head lamp (36 W, 12 V lamp or several lamps in parallel such as two 18 W, 12 V festoon lamps) as an overload or short circuit indicator. A comparison was made with the use of circuitry to limit automatically the current and, with an LED, to give a visible indication of an overload or a short circuit condition. The response varied from general acceptance through to some scepticism, and a suggestion has been that the analysis could well be the subject of a future article by Bob Wardrop for Journal.

Phil Kelly then demonstrated his pulse width type controller in a 38 class locomotive with an on-board 'chuffer', and in commenting on output wave forms, gave some useful information and advise to modellers who are using ESCAP motors. It appears that the gold wire brushes in the ESCAP motors have a life that is limited by the number of cycles, during rotation, that the drive voltage across the commutator is reduced to zero. To prolong the life of the motor, two back to back silicon diodes should be inserted in series with the supply to the motor so that, in operation, the voltage across the commutator will never be less than the 0.6 to 0.7 drop across one of the diodes. For example:



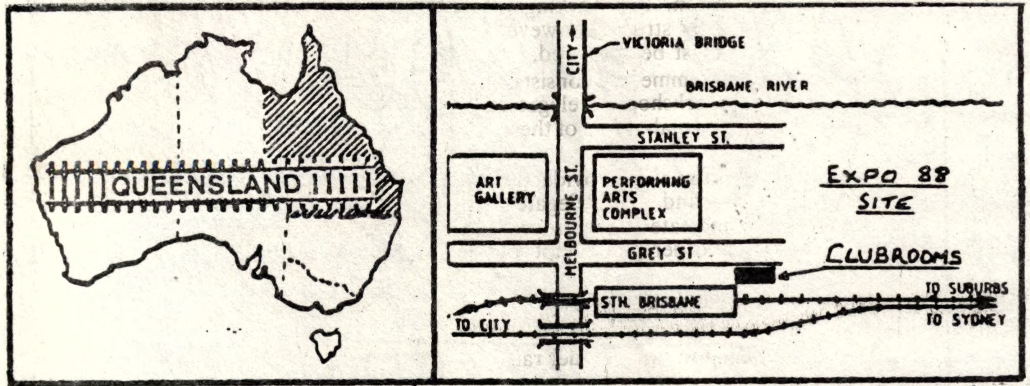
(Come to think of it, there was once upon a time mounted in an engine nacelle. a small generator with gold wire brushes that developed 1 V for every 100 engine revolutions for a large four-bladed wooden air screw - and there seldom appeared to be a necessity to do anything other than make an inspection during those 180 hour overhauls.)

For those of us who tend to forget rather easily, use can also be made of the drop across, say, two silicon diodes in series to provide a constant voltage for a 1.4 V lamp. However, 'Ran', our resident electronics perfectionist, denied that application of a constant voltage lighting system could be satisfactory. Modelling styles and customs are the prerogative of each modeller, and it appears to be unlikely that, having paid $200 plus Oz dollars each for computer application style motors, a Triang X04 upgraded with a five-pole rotor could ever be satisfying for Ran - let alone a barely perceptible flasher in a loco head lamp.

The Ladies Auxiliary provided the afternoon tea; Bob and Phil were given a round of applause for their presentations (our resident electronics perfectionist had already been applauded during the progress of the clinic...) and the houses of the afternoon had slipped by very quickly.

We look forward to the next clinic - for the construction of controllers of choice - on Saturday 16 March 1991. Incidentally the preferred choice appears to be either the 'walkaround' circuit used for the HO fixed layout or David Bennett's circuit based on the LM series voltage regulator. Perhaps we should encourage the submission of circuit and construction articles for future presentation in Journal.

Finally, a useful suggestion from Bob Wardrop is to acquire one or more of the catalogues of electronic components from distributors such as Dick Smith, Jayear Altronics or Tandy. The basic and reference information included can be well worth having on hand.



THE GREEN BOARD

President's Piece

By the time that you read this item, the 1991 Model Railway Show will have been and gone. As I write this, the show is still two weeks away, but I am pretty sure that it will be very successful. At the exhibitors pre-exhibition meeting, there was a genuine air of enthusiasm toward the exhibition from the exhibitors. Both Tony Weber and myself have done radio interviews about the exhibition, and although it is yet early as I write this, radio advertising is being heard. For these and other reasons, I am sure that we'll have a successful show. Another point in our favour is that the Hot Rod Show will be on just around the corner from us, and so we should get some visitors from that show too.

The Stephen Suggitt Memorial Trophy will be judged and awarded by exhibition time too. To date, we have nine entries and I think that once the trophy has been seen at this 1991 Show, it will create a lot of interest in the future. The committee has also discussed at length the possibility of displaying the trophy around the hobby shops, along with a set of the rules of competition. In all probability, this will take place toward the end of the year. By doing this, we should hopefully get more entries in next year's competition.

The committee has decided to implement an extra running day/night in the monthly program without incorporating an extra scheduled meeting time. How this will be done is to simply extend the afternoon session of the first Saturday of each month, starting on Saturday 6 July. Normally, the first Saturday is simply layout construction only, and this will continue as is until 5 pm in the afternoon. The Club will stay open for a meal break or whatever, perhaps preparation for the night's operating, and then, at 7 pm, a talk or clinic will be given on some aspect of our hobby. Layout operation will commence at 7.45 pm and conclude at 10 pm. There is room in this new program for a vast array of activities, literally you name it. For example, an operating session could operate or follow along particular themes, with the type of trains to be operated nominated at the previous meeting, i.e passenger trains, diesel trains, mixed trains or just, say, steam hauled goods trains. This principal was demonstrated by Ted Ward some years ago in the old clubrooms when he brought in literally every hopper wagon in his collection, some 23 of them in all shapes and sizes. If, for example, another 'hopper night' is held, who knows what might grace the tracks. Here's hopping. If you have any suggestions or preferences, get in touch with Tony Weber or myself and we'll see what we can arrange.

Now, onto the Club layout. Some time ago, I asked for volunteers to build railway buildings for the new layout. To date, we haven't actually been inundated with offers, which is a bit disappointing, so how about making an offer which we can't refuse? I volunteered to build a model of 'The Summit', a railway station down near Stanthorpe, and spent an enjoyable day down there photographing the station and the surrounding area. Once we get the model railway show out of the way, I'll get started on my contribution. Once I had volunteered to build the station, Tony Weber asked me if I would like to build a bridge also. I thought 'Why not?'. So now, I'm committed to building a model of nothing less than the bridge over Quart Pot Creek, just south of Stanthorpe. Now, I'd never seen the bridge before I volunteered, and when I did for the first time, I thought 'What have I let myself in for?'. After my blood pressure had subsided, I started to photograph and measure the bridge and I now look forward to building the model because, for someone who has never built anything like it before, it will be a challenge. I think we all need a challenge at times to keep us on our toes. As I said earlier, we need volunteers to build railway buildings, so how about it?

The members of the Queensland Branch never cease to amaze me. Member Alan Macdonald has built himself a freelance Garratt type locomotive from bits and pieces from an old refrigerator and his scrap box, with apologies to noted railway engineers Fred Flintstone and Barney Rubble. It's an 0-4-2 + 0-6-0 and it runs beautifully. With its bright red colour scheme and yellow lettering, one cannot help be impressed by this locomotive. When I asked Alan how long it took to build, he replied, 'I think about a day', what can you say after that?

Until next time, best wishes and happy modelling.

Bob Mawson

PS Keep up the good work, Alan

Matchbox toys are now being made in Macau, China, probably for economic reasons. Would somebody please now sell them all the old tinplate lithograph plates and silk-screens, etc, used to make the classic trains of old?

EWHW

AMRA Membership Changes to 5 April 1991

New Members

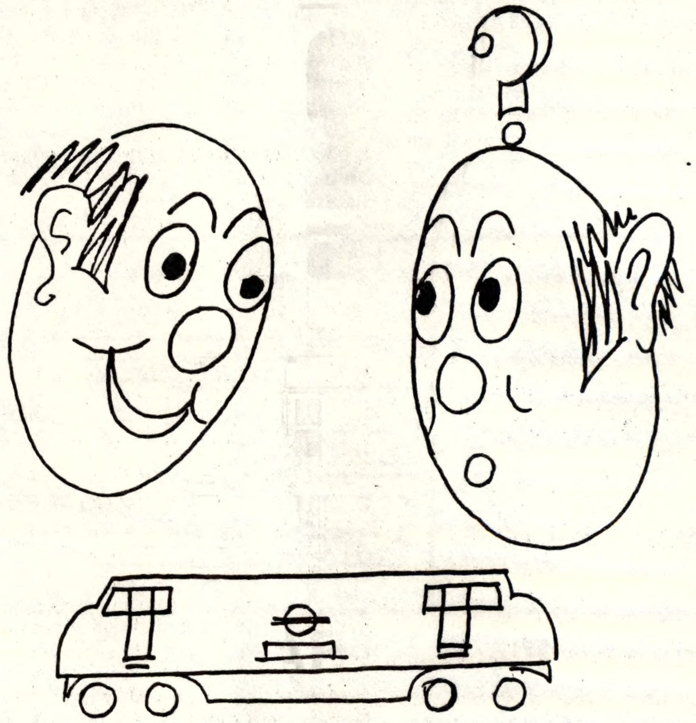
NSW						
HO	OM	D'Monte B	V10/4-12 Chapman Street	Werrington	2747	623 2186
HO	OM	Obique I W	15 Bellottie Avenue	Winston Hills	2153	639 8154
	FM	Obique Mrs W	15 Bellottie Avenue	Winston Hills	2153	639 8154
WA						
HO	OM	Alexander J R	13 Seabird Place	Craigie	6025	401 9907
	FM	Alexander Mrs P	13 Seabird Place	Craigie	6025	401 9907
N	OM	Crier G D	125 Flinders Street	Mt Hawthorn	6016	242 3216
Victoria						
HO	OM	Buchhorn W	27 Hull Street	Richmond	3121	428 7266
HO	OM	Coverdale D B	56 Layfayette Street	Traralgon	3844	05 174 9005
HO	SM	Eades Scott	110 Warren Road	Mordialloc	3195	580 5426
HO	OM	Neumann B J	59 Hawthorn Road	Northcote	3070	489 9732
	FM	Newmann Mrs M	59 Hawthorn Road	Northcote	3070	489 9732
HO	SM	Scott J D	'Coolibah' Arunga Drive	Wonga Park	3115	722 1375
Queensland						
HO	FM	Clelland P R	64 Kitchener Street	Cooparoo	4151	
HO	SM	Greig M J	55 Hermitage Crescent	Thornlands	4164	206 3084

Changes of Address

NSW					
	Tonks A	3/114 Morts Road	Mortdale	2223	580 7691
Ex UK	Chapman S J	34 Feather Street	St Clair	2759	
Victoria					
	Dowel A N	4/72 Whitmuir Road	McKinnon	3204	578 6832
	McDonald Jay	10 Winfred Crescent	Toorak	3142	827 5166
WA					
	Lewis C A & E	1 Cone Place	Menora	6050	272 8531
	McKenzie R W	25 Saw Drive	Darlington	6070	
	Norton B	Lot 20 Warren Road	Millbrook	6330	

Late Renewal and Change of Address

Clelland R	64 Kitchener Street	Cooparoo	4034	
Kalle K	2 Highcrest Street	Ocean View	4521	
Scriven P	524 Robinson Road	Aspley	4034	263 4997



"PACKED ALL THE GEARS WITH COLGATES"
"WHAT FOR?"
"PREVENTS TOOTH DECAY!!!"

E.H.W.